

as they would have been at a racetrack, but the talk was as technical and slangy, and the "doping" of the relative merits of the starters was just as keen as that of the followers of the bang-tails. The stranger in their midst would have had trouble following some of it. You felt in your bones there were big things afoot when daylight came, and your bones were good prophets, for the biggest auto event of the year was about to be consummated.

Although no one was allowed to touch them after they had been sealed by the technical committee, and although Major Sylvester had furnished eight policemen, noted for brawn and keen eyesight, to keep watch and ward the drivers and others directly interested in the cars could not keep themselves from hanging around them. Many savage tribes have a theory that if you insistently "wish" for what you want you will get it, and the drivers appeared to be trying to "wish" their pets into a perfect score.

#### LIKE CLOCKWORK.

The cars were on the second floor of the garage, and when the time came to release them there were about 200 persons in the premises and more outside. Confusion naturally might have been expected, but so thoroughly had Referee Trego laid his plans that the machines were removed to the street almost as easily as if it were an ordinary procession.

Every car was in a chalk circle, on which was inscribed its number for going down the elevator—and it was against orders to move until your number was reached. The first car was released at 4:30 a. m., and after that there was a steady procession of them to the open parking in front of the Munsey building. The lack of friction in these details at a time when every nerve was on a tension spoke well for the entente which may be expected among the autoists on the run.

#### One Marring Incident.

Only one incident marred this busy but peaceful scene. As the Matheson, No. 27, due to leave at 7:30, was coming down in the elevator, it in some manner moved and became mixed-up in the running gear of the lifting apparatus. The gasoline tank of the machine was torn off, but, by lively skirmishing, a tank was quickly obtained from another Matheson and put in place of the one damaged. As this had nothing whatever to do with the run, Referee Trego agreed to allow the Matheson all the time it wanted to make repairs and then enter the procession. The Matheson left at 8:30, just two hours behind her time. But all those at the garage did not come to the Munsey building. Almost at the crack of dawn, or, to be more exact, at 5:30 a. m., James R. Quirk, chief pilot, hit the pike in the E. M. F. pilot car, driven by Dr. William Stark. Next left the Autocar truck, another non-contestant, which carried the excess baggage of the officials, the confetti and other odds and ends enough to give it a load that will win the truck a whole bunch of laurels if it goes through successfully.

#### Second Pilot Car.

The second pilot car, a Midland, which had traveled 2,000 miles on the roads to get here for the purpose, left shortly after the E. M. F. It was driven by D. C. Johnson and contained L. D. Engel, with a large supply of confetti to scatter at turns and crossroads.

Mr. Engel got busy right away and the evidences of his endeavors were visibly along the streets from the garage to the city limits. This confetti is one of the most important details of the run, and autoists should arise and call blessed the man who first thought it up as a means of guiding participants in contests.

Referee Trego, Chief Checker Arthur G. Newmyer, and Harry Ward, the official press representative, left at 6:55 in the National car, which had been provided for the chairman. They will only spy out the land in advance of the contestants but will see that the checkers are on the job, and Mr. Trego will adjudicate such differences and doubts as may arise.

#### Animated Scene.

At the Munsey Building the scene was even more animated than at the garage. The garage only allowed opportunities for standing around and talking, but the wide space in front of The Times office gave plenty of opportunity for running around and talking. Everybody had something to say to his neighbor, who seldom paid much attention, because of his own volubility. More chaff and banter was to be heard than at a minstrel show. Disorder and complications were non-existent, for every man knew exactly where his machine was, and when he was to start, but all seemed anxious to gossip and "kid" before the get-away.

Every variety of costume was in sight. Some neat souls persisted in wearing clothes that were still serviceable for week days, but not for high days and holidays. They abhorred khaki, they said. By the time they have ridden some 1,200 miles in the dust, over oiled roads and through gravel, they will wish they had bought a khaki suit and folded their present pretties away to open up next season with.

Khaki coats and trousers, blue or buff shirts, and a regulation auto cap were de rigueur and looked very touristic. The more fastidious wore khaki cut in a military, with leather leggings. This was indeed most fetching for a fine figure of a man, but more amusing than elegant on those without the proper underpinning.

#### Interesting Figure.

One of the interesting figures at the gathering was Mrs. Frank P. Hall, of Washington, whose husband entered his Columbia, driven by Otto Jacob, as a private owner. Mrs. Hall was right there with the khaki, and was one of the most interested in all the talk that was flying around. She was asked if she were going over the whole route, and replied:

"I certainly am. I have been looking forward to this run for many days, and you couldn't hold me out of this car with a derrick. Don't think for a minute I cannot stand the long traveling. I am a better sport than you think in that respect, and I am counting on Mr. Hall being among the winners. I will meet my daughter in Boston, and that is an additional reason for my going in the run, but I would have gone anyhow."

Motorists sometimes have differences with the police, but none in the Munsey run could have anything but praise for the police arrangements this morning. Captain Hollenbecker and his finest there, a foot horseback, and biked. They were the original willing workers, keeping the crowd back, steering late comers into their proper positions in line, and confiding advice to all who asked about the roads and the prospects for rain. It was the same when the procession got under way, the bicycle policemen went along to clear the road and act as an honorary escort.

The Maxwell official car, containing Messrs. Walls and Covert, who had done yeoman service in the matter of starting, left at 7:45, some time before the retarded Matheson.

#### Amusing Incident.

An amusing incident in connection with the police protection was afforded when some one thoughtlessly stuck the green starter's flag through a hole in the covering of the street car slot. The

## ENTRANTS AND OFFICIALS IN MUNSEY RUN

Number of Tourists.....	115
Number of Officials.....	7
Number of Contesting Cars.....	25
Number of Noncontesting Cars.....	2
Number of Official Cars.....	7

#### CHAIRMAN'S CAR.

Make—National.  
Driver—Alken.  
Passengers—Frank H. Trego, chairman and referee; A. G. Newmyer, chief checker; Harry Ward, official press representative.

#### PRESS CAR No. 1.

Make—Studebaker-Garford.  
Driver—Robert Yeager.  
Passengers—Charles F. Young, Baltimore American; J. S. Reed, Munsey newspapers, photographer; F. J. Byrne, Munsey newspapers; Dr. J. R. Overpeck.

#### PRESS CAR No. 2.

Make—Chalmers-Detroit.  
Driver—Joe Matson.  
Passengers—Dr. J. Ernest Mitchell, tour physician; F. Ed Spooner, John H. McCord, quartermaster.

#### PRESS CAR No. 3.

Make—Premier.  
Driver—W. Leslie Walker.  
Passengers—Essig, Philadelphia Bulletin; C. F. Young, Baltimore American; Washington Post; E. Yost; George R. Schell, Motor Age and Automobile representative.

#### PILOT CAR.

Make—E. M. F.  
Driver—William Stark.  
Passenger—James R. Quirk, pilot.

#### CONFETTI-PILOT CAR.

Make—Midland.  
Driver—D. C. Johnson.  
Passenger—L. D. Engel, assistant pilot.

#### STARTER'S CAR.

Make—Maxwell.  
Driver—Harry Wells.  
Passenger—Richard P. Covert, starter.

#### CAR No. 1—DIVISION 4.

Observer, James Riker.

#### CAR No. 2—DIVISION 4.

Make—Chalmers-Detroit.  
Driver—William Kniffer.  
Passengers—William Krohn and Daniel Levy.

#### CAR No. 5—DIVISION 3.

Observer, J. T. Boughman.

#### CAR No. 6—DIVISION 3.

Make—Washington.  
Driver—W. D. Arrison.  
Passengers—J. D. Darnall and F. L. Carter.

#### CAR No. 7—DIVISION 1.

Observer, Dr. M. E. Miller.

#### CAR No. 9—DIVISION 2.

Observer, O. W. Spicer.

#### CAR No. 11—DIVISION 4.

Make—Maryland.  
Driver—A. W. Behrends.  
Passengers—Jesse L. Cassard, member technical committee, and Joseph Turner.

#### CAR No. 12—DIVISION 3.

Observer, Mr. Vinson.

#### CAR No. 13—DIVISION 5.

Driver—Norman Gallatin.  
Passengers—C. O'Connor and H. R. Averill.

#### CAR No. 13—DIVISION 5.

Observer, F. B. Snyder.

#### CAR No. 14—DIVISION 4.

Make—Pullman.  
Driver—H. P. Hardesty.  
Passenger—Mr. Richardson.

#### CAR No. 15—DIVISION 4.

Make—Speerer.  
Driver—C. Spooner.  
Passengers—O. Buler and D. Hoff.

#### CAR No. 15—DIVISION 4.

Observer, N. De Luc.

#### CAR No. 15—DIVISION 4.

Make—Columbia.  
Driver—Otto G. Jacob.  
Passengers—Frank P. Hall and Mrs. Hall.

#### CAR No. 16—DIVISION 5.

Make—Observer, Frank Humbergoe.  
Driver—Croxton-Keeton.  
Driver—Niel Soules.  
Passengers—Mr. Lazernack, photographer; O. P. Bernhardt and M. R. Bissell.

#### CAR No. 17—DIVISION 4.

Make—Croxton-Keeton.  
Driver—Frank Wilson.  
Passengers—T. M. Keeton and T. W. O'Brien.

#### CAR No. 18—DIVISION 4.

Make—Croxton-Keeton.  
Driver—L. S. Goss.  
Passengers—C. P. Merwin; Walter West, Empire Tire Company.

#### CAR No. 20—DIVISION 4.

Make—Winton-Six.  
Driver—B. H. Tatham.  
Passengers—Frank Phillips; E. Daniels, Baltimore News.

#### CAR No. 21—DIVISION 5.

Make—American-Simplex.  
Driver—W. A. Weston.  
Passengers—Phillip T. Hall and D. C. Barber.

#### CAR No. 24—DIVISION 3.

Make—Crawford.  
Driver—A. J. Miller.  
Passengers—C. E. Eckenrode and Jos. Zimmer.

#### CAR No. 26—DIVISION 2.

Make—Reo.  
Driver—J. J. Loughran.  
Passenger—A. Caldwell.

#### CAR No. 27—DIVISION 6.

Make—Matheson.  
Driver—W. B. McBurney.  
Passengers—Ed Johansen and Joseph Nolan.

#### CAR No. 28—DIVISION 6.

Make—Renault.  
Driver—L. Shaab.  
Passengers—W. C. Bloom and Frank Brown, Jr.

#### CAR No. 29—DIVISION 1.

Make—Humbergoe.  
Driver—R. W. Keeler.  
Passenger—G. R. Emerson.

#### CAR No. 30—DIVISION 4.

Make—Marmon.  
Driver—R. W. Harroun.  
Passengers—J. A. Heilmann and Georges Franc.

#### CAR No. 31—DIVISION 3.

Make—Washington.  
Driver—A. Garry Carter.  
Passenger—W. F. Legg.

#### CAR No. 32—DIVISION 3.

Make—Washington.  
Driver—W. Shirley Carter.  
Passenger—Lawton Herriman.

#### CAR No. 34—DIVISION 4.

Make—Selkirk.  
Driver—T. S. Patterson.  
Passengers—E. A. Tygert and Lester Eadie.

#### CAR No. 36—DIVISION 4.

Make—Elmore.  
Driver—Frank Hardard, Jr.  
Passengers—Frank Hardard and A. Hardard.

#### CAR No. 37—DIVISION 3.

Make—Pullman.  
Driver—Nai Tuttle.  
Passenger—B. L. Harp.

#### AUTO TRUCK—NON-CONTESTANT.

Driver—P. J. Thacher.  
Passenger—H. J. French.

#### DETROIT ELECTRIC—NON-CONTESTANT.

Driver—P. J. Thacher.  
Passenger—H. J. French.

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Plumes,  
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Every department has joined forces to make this Opening week an event long remembered in Washington; and by offering new, seasonable goods at special souvenir prices enable you to make your visit profitable as well as pleasurable.



**Dollar  
Hand  
Bags,  
49c**

Large Hand  
Bags, variety of  
shapes, real grain  
leather, black,  
brown and tan.

**10 Extra  
Premium  
Coupons Free**

With a purchase of 25c or more  
Wednesday, Sept. 22  
Bring this coupon with you

**\$4 Panama  
Skirts,  
\$1.98**

Ladies' or Misses'  
skirt in black,  
blue or brown,  
new plaided  
styles, in panel  
and other late ef-  
fects.

**Autumn Millinery, \$4.95, \$7.95, \$9.95**

Absolutely correct as to style, unsurpassed in workmanship, and at the top notch of quality—our hats at the above prices are in the same class as those for which other stores get double the price we asked. Think of choosing from over 500 beautiful hats at these three prices alone—more than many stores have in their entire millinery department.

We know we can please you many times over and invite your most critical inspection.

**\$3.00 Untrimmed  
Hats ..... 98c**

The newest fall shapes, small or large, round or square crown, with side and back roll brim or in the new sailor roll brim. Materials are silk, moire and silk bengaline, with velvet facing, best quality. Solid colors in all good shades, and in black, also in black with white facing. Actual \$3 hats. Souvenir price, 98c.

**\$1.00 and \$1.50  
Fancy Feathers, 69c**

As a souvenir special during opening days we offer a large lot of double wings, large single wings, fancy effects, and imported imitation egret feathers—all the latest style effects now in demand. Blacks, whites, and new shades of wistaria, catwaba, raisin, also the staple shades included. Regular \$1.00 to \$1.50 values, 69c.

**\$2 Children's  
and Misses' Hats, 1.19**

Bright finished felt hats for misses and children, fancy quills, ribbons and rosette trimmed, small medium, and large shapes; flare, rolling brim and mushroom shapes. Colors, black, navy, brown, green, and light blue. These are the newest fall ideas in children's and misses' hats for street and school wear. \$1.50 and \$2.00 values, \$1.19.

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A souvenir value made possible by an exceedingly lucky purchase much below regular price.

**\$1.19 \$1.95 \$2.95 \$3.95**

For Black or White Plumes, 15 inches long worth \$2.00. For 17-inch French Curled Plumes, worth \$3.50. For French Curled 18-inch Plumes, worth \$5.00. For Fine French Curled Plumes, worth \$6.50.

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Hard knotted, white or black, 18 to 21 inches long. White or black, hard knotted, 24 inches long.

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